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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY

China

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SUBJECT

Military and Economic Information: Soviet
Personnel on the Chungchang Railway; Lumber
Situation on the Railway

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*Except as stated

THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH
USE OF TRAINED INTELLIGENCE ANALYSTS

25X1 1. The stationmasters, train conductors, engineers, signal men, purchasers and laborers on the section of the Chungchang Railway (中長鐵路) between Pokotu (121-54, 48-45) and Manchouli (117-27, 49-36) are among the approximately 600 Russians (?Soviet citizens) employed on this section. There are 341 Russians (?Soviet citizens) and over 70 White Russians (?Soviet citizens, former White Russians) employed on the section between Pokotu and Angangchi (123-48, 47-13). Between January and May 1947 there were 1,675 workers employed in Manchouli to load trains.

25X1

2. Between January and May 1947 the Soviet 46 Regiment was made responsible for the section of the railway between Pokotu and Manchouli. On 26 November 1947 six officers and 139 troops of the 46 Regiment arrived at Angangchi and were assigned to protect the railway between Angangchi and Ilikote (伊勒克特) (121-32, 48-50). The Inner Mongolian Peoples Self Protection Army is responsible for the protection of the railway between Hsingan (121-40, 48-49) and Tsoshangchien (山產崗間). The Mongols and the Chinese Communists are responsible for the railway between Hailar (119-44, 49-13) and Pokotu.

25X1

3. A special car is often used to transport important Soviet personnel between Manchouli and Harbin. It is attached to the regular passenger run. During the period of the heaviest shipments to the USSR Soviet locomotives were often used on the railway. The locomotives were coal burners, of which some had been converted to wood burners.

4. Ties, fuel, telephone poles and other lumber products necessary for the operation of the railway are obtained from the Choerh (解爾) lumber district, near Pokotu, and the Takeshih (? Yakoshih) (120-45, 49-16) lumber district. The Choerh lumber district supplies the needs of the Tsitsihar (123-57, 47-22) Railway Bureau. A special railway line was recently built into the Takeshih lumber district to facilitate the transportation of lumber products.

5. In a report dated 3 May 1947, HSU Jun-hai (徐潤海), office head of the Pokotu Lumber Industry, estimated that over 100,000 railroad carloads of lumber were left by the Japanese in the Choerh lumber district, and over 200,000 carloads were left in the Takeshih lumber district.

6. The East Mongolian Lumber Company (?recently) refused to permit any timber to be removed from the Choerh lumber district for the use of the Chungchang Railway. The Tsitsihar Railway Bureau then refused to haul any lumber for the East Mongolian Lumber Company or send any railroad cars to the Choerh district. Both sides were

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CENTRAL INTELLIGENCE AGENCY

- 2 -

at a stalemate until an agreement was reached which included the following provisions:

1. The Chungchang Railway is allowed to enter the Choerh district only at Kouli (62 kilometers from Pokotu), where it may load fuel, ties, telephone poles and other lumber products needed by the railway for its own use.
2. The Chungchang Railway is prohibited from transporting any lumber to Pokotu for the purpose of selling or stockpiling it.
3. The Chungchang Railway will provide the East Mongolian Lumber Company with cars to ship lumber to Tsitsihar, Harbin and other northeastern cities.
4. Businessmen may buy lumber only at Palin (巴林) [Palinmu (122-20, 48-19)], Chalomuteh (扎羅木得) and Munoerh (121-14, 48-53). All three places are on the railroad between Chalantun (122-45, 48-01) and Hailar.

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